Brooklyn Church Decides to Hold No

Excursions Till They Are Provided.

A special meeting of the vestry of St.

John's Episcopal Church, in Brooklyn, was

held vesterday at the call of the Rev. Dr.

Frank Page, the rector, to start a move-

ment among the churches and Sunday

schools of that borough to compel the

steamboat companies to provide safe ex-

The vestry of St. John's, in special meeting

assembled, declares it to be their resolution that they will refuse to sanction a Sunday

school excursion by water from this parish

next summer and thereafter until transporta-

tion of a modern and fireproof kind be pro-

vided, it being evident to all intelligent

galley rooms, a minimum of woodwork, a properly drilled crew and a full supply of

protect the children in their charge.

out the chances of disaster can be so less

-that is, if the churches refuse to patronize vessels which are firetraps from the moment

Safety of Excursionists.

Police Commissioner McAdoo gave out

copies vesterday of reports he had received

at night was not properly lighted.

53 MORE IDENTIFICATIONS.

Daughter Found Yesterday.

These recovered bodies were identified

ADINKES, JOHN, 15 years old, 49 Avenue A. BAUMANN, MARGARET, 6 years old, 526 Sixth

BRAUN, WALTER, 5 years old, 233 Fifth street. BRITZ, EDITH, 28 years old, 304 East Twenty-

eighth street. Buchmiller, Anna, 27 years old, 79 Calver street.

Greenpoint, L. I.
BAUER, Mrs., 730 Slath street.
BORDEN, ELLA, 43 years old, 101 Clymer street,

Brooklyn.
BRITZ. EDITH. 2 years old, 304 East Twenty

address. EHRHARD, PAULINE, 35 years old, 151 East Fourth

PISCHLER, HERTHA, 8 years old, 814 East Ninth

rect.
FICKBOHN, ERNEST, 12 years old, 91 Avenue D.
FTRICKBOHT, LOUIS, 5 years old, 144 Essex street.
FOLDBAUS, GKORGE, 10 years old, 325 SIXIh street
GRUNING, LENA, 29 years old, 45 Seventh street.
GERMAN, FREDERICKA, 46 years old, 815 East

GERMAN, FREDERICEA, 46 years old, 510 Local Eighteenth street. HARTUNG, CLARA, 10 years old, 342 East Twenty-

rst street. HECHMAN, WILLIAM, 3 years old, 525 East Twelfth

HELISHORN, MARGARITH, 33 years old, 181 Waverly

KLEIN, THLIE, 10 years old, 31 Avenue A. KIRCHER, ELSIE, 7 years old, 185 Russell street,

reenpoint. KLEIN, TINA, 73 years old, 31 Avenue A. KLEIN, JULIUS, 6 years old, 31 Avenue A. KIRCHER, HAROLD, 5 years old, 185 Russell street,

RESSLER, Mrs. 195 First avenue.

LAMBRECHT, ALBERT, 3 years old, 427 East Ninth

LUCAS, ROBERT, 32 years old, colored, 546 West

Forty-ninth street.

MATTLER, ELSIE, 15 years old, 347 Fifth street.

MEINHARDT, RUDOLPH H., 13 years old, 146 East

ourth street. REISS, KAIIS, 35 years old, 70 First avenue, HEISS, ROSIE, 16 years old, 70 First avenue, RINGER, ALPRED, 11 years old, 170 Avenue A. RAMUS, FREDERICK, 80 years old, 420 East Seven-

enth street.

SMITH, MARGARET, 15 years old, 283 Monroe reet, daughter of ex. Alderman James J. Smith.

SCHWEIKERT, Mrs. CATHERINE, 213 East Eleventh

19th street.

SCHELELE, ELSIE, 8 years old, 331 Fifth street.

STOEHR, HENRY, 6 years old, 340 Sixth street.

SCHWEIKERT, CATHERINE, 64 years old, 211 Sixth

TANIPORT, FRIEDA, 27 years old, Guernsey street

rooklyn.
Timm, Mart. 26 years old, 211 Fifth street.
VEIT, ROSA, 114 years old, 151 East Ninth street

llege Point. WEBER, EMMA, 10 years old. 404 East Fifth street. WEHNER, LENA, 11 years old, 707 East Twelfth

ZIMMERMAN, Hugo, 11 years old, 196 Second

GIRL FORGOT ALL BUT NAME.

Possible Survivor of the Slocum Disaster

Found Wandering in the Street.

Detective Griffith of the Mercer street

police station found a girl at Fourth avenue

and Sixth street Tuesday night who said

she was Mary Koch, 17 years old, of 77

The Yonkers police were communicated

with, but they said that no one by the name

of Koch lived at that address. The girl

was taken to the Jefferson Market police

court yesterday, but in answer to all ques-

Osbrooke avenue, Yonkers.

tions she would answer only:

and church excursions.

they are launched.

sa' actory.

vesterday:

cursion boats. This was adopted:

the boat.

OWNS TO ANCIENT LIFE BELTS,

BUT STEAMBOAT CO. SAYS THEY DIDN'T ALL DATE BACK TO 1891.

None Bought Since 1895-Dispute at the Inquest as to Whether the Slooum Had a Hold Within the Meaning of the statute-Testimony That the Crew Looked Out for Themselves Only

No life preservers were purchased for the steamboat General Slocum later than 1895. This was admitted yesterday by Terence J. McManus of counsel for the Knickerbocker Steamboat Company at the inquest into the cause of the Slocum dis-

The District Attorney has insisted, and still insists, that no life preservers, were hought for the steamer after 1891, but, in view of the company's public admission that the Slocum's life preservers were, for the most part, fourteen years old, Assistant District Attorney Garvan abandoned for the time being, at least, an examination of the company's books to find out just when the last recorded purchase of life preservers

for the boat was made. Mr. McManus had no sooner made his admission than ex-Judge Dittenhoefer, attorney for Frank A. Barnaby, president of the company, jumped up and said:

It should be distinctly understood that this admission is made by the company and not by its president as an individual officer and stockholder of the company. Mr. Barnaby admits nothing. He simply stands within his rights." This repudiation paved the way for a

regular vinegar bitters tilt between the oroner, Mr. Dittenhoefer and Mr. Garvan a little later. Miss Hall, the company's bookkeeper, had been recalled to testify about the erasures she had made on bills for life preservers rendered to the company As soon as Mr. McManus found out that Mr Garvan was going to take another look at his client's books, notwithstanding the

at his client's books, notwinstanding the admission as to the age of the preservers, he made vigorous objection.

"I'l allow the question," said the Coroner. The officers of this company are trying to shirk individual responsibility and we want

shirk individual responsibility and we want all the information we can get."

This brought ex-Judge Dittenhoefer to his test as if he had been sitting on springs. "The president of this company," he said, "is not shirking anything. He stands squarely on his rights, and I'm astonished that a judicial officer, in the course of a supposedly unbiassed quest for truth should show his bigs by such a remark. I wish supposedly unbiassed quest for truth should show his bias by such a remark. I wish your Honor to understand that I resent it. Had you been an officer of this company, sir, you would have done exactly as this officer did, unless you had done much worse. If you did your full duty, sir, I say to you that you would recall that

remark and apologize to the jury."

The eyes of some of the lawyers opened wide, but Coroner Berry was not feazed

a bit.

"It is the opinion of the Court," he replied, "in view of the testimony that has been given here, that the Court's remark was well called for. Therefore he will not withdraw it, and he reminds the attorney that he has no standing in this court; that he has only by courtesy and that the he is here only by courtesy and that the courtesy may be withdrawn at the Court's

Before the day was over the question as to whether the Slocum had or had not a hold, within the meaning of the Revised Statutes of the United States was raised. It is probable that this question will become an important one before the responsibility for the loss of life on the steamer is fixed. The question came up while Gen. Thomas H. Barrett, chief United States inspector of boilers on steam vessels in the port of New York, and his assistant. John W. Fleming, who inspected the boilers of the Slocum, were under examination. In Section 4470 the Revised Statutes provide:

Every steamer carrying passengers or Every steamer carrying passengers or freight shall be provided with suitable pipes and valves attached to the boiler, to convey steam into the hold and the different compartments thereof, to extinguish fire.

This has been the law since Feb. 28, 1871. Patterson's Nautical Encyclopædia's defini-

Hold-The interior of a vessel below the Hamersly's Naval Encyclopædia says:

Hold—The interior portion of a ship elow the lower deck. The after hold is part the mainmast, the main hold is just for-ard of the mainmast, and the fore hold is the vicinity of the fore hatchway. Webster says that a hold is the "whole

interior of a vessel below the lower deck, in which the cargo is stored."

The Century Dictionary says that a hold is "the interior of a ship or vessel below the deck or below the lower deck, in which

stores and freight are stowed. This is the definition of the Standard Dictionary: "The part of a ship below the deck reserved for the stowage of ballast, cargo,

In the examination of every witness who had anything to do with the steamer Mr. Garvan has been particular to ask if there was any valve in the so-called forward cabin, where the fire started, for the pur-

pose of turning steam into the room in case of fire. All the witnesses have said that there was no such valve. Gen. Barrett was called yesterday to tell the jury why there was no steam valve in the forward cabin. Was there any valve in the room where

the fire started on the General Slovum, so that steam from the boiler could be turned in there in case of fire?" Mr. Garvan asked

There was not." was the answer. Don't you know that the law requires such a valve to convey steam to the hold of every steam vessel and the compartments

thereof in case of fire?"

"I am very familiar with the law, sir," replied Gen. Barrett, "but I beg to inform you that the Slocum had no hold, sir, in the meaning of the Revised Statutes of the United States, as we interpret them. The law to which you call my attention refers to vessels carrying freight or cargo. The freight or cargo is stowed in the hold and the hold hermetically sealed. On all cargo carrying vessels we require the valves. No excursion steamer in the port of New York has a hold in the meaning of the statute."

Mr. Garvan got Gen. Barrett to name the parts of a vessel from the keel up to the lower deck. Juror Jacob, the Citylsland boatbuilder, helped. Mr. Jacob wanted to know what the General called that which was immediately below the lower deck.

"The lower deck's ceiling, sir," was the "Do you know what is kept in the forward cabin, where the fire started?" asked

. Garvan. 'I haven't the remotest idea," said Gen

Sarrett.
"Well, there were old life preservers and larrels of oil, old canvas camp stools and charcoal. Would you say such things were passengers? If not, these must have been things stowed away. Where do you stow things but in the hold?"

Gen. Barrett looked at Mr. Garvan very severely for a moment. Then, drawing

Gen. Barrett looked at Mr. Garvan very severely for a moment. Then, drawing himself up, he replied:

"You may call it, sir, what you please others might call it a cabin or looker. The fact is that steam valves are never permitted on excursion or other passenger boats, where they might be tampered with by those on board and cause personal injury. The General Slocum had no hold in the meaning of the statute and our ruling has been upheld by the Department at Washington. I am an officer in the service of the United States, and if' I didn't know my business I youldn't hold the place I do.

wouldn't hold the place I do." United States Assistant District Attorney vise didn't succeed any better than Mr. parvan. Then the assistant inspector, ohn W. Fleming, was called. He said he ad been an inspector for ten years, and had carefully inspected the boilers and engines of the Slocum, and had passed them as being

in good condition.

Do you agree with the last witness that the Slocum has no hold?" asked Mr. Gar-

Then she has a hold?"

Oh. "said Capt. Fleming. "you said 'hold.'

a little deaf, and thought you said

siree."

"Doesn't the law require that there should have been a steam valve in the compartment where the fire started?"

"I don't think so," was the answer, "and if it does, the law's all wrong. It would have been the most dangerous thing in the world to have had a steam valve there."

"Well, what would you call this cabin?" asked Mr. Garvan.

'hole.' The boat's got a hele, I guess, by this time, but she ain't got any hold—no

"Well, what would you call this cabin?" asked Mr. Garvan.

"Anything you like." answered the witness. "Call it a vacuum."

Capt. John A. Pease, commodore of the Knickerbocker Steamboat Company's fleet of two ships, was called just before Gen. Barrett. He is deaf and well on toward 70 years old. He is now the commander of the Grand Republic. He said it was a part of his business, technically, to equip both the Slocum and the Grand Republic.

O. Have you bought any life preservers.

a part of his business, technically, to equip both the Slocum and the Grand Republic.

Q. Have you bought any life preservers for the Slocum since 1891? A. Yes.

Q. How many? A. Can't say.
Q. Bought any since 1895? A. Can't say.
Q. Whose duty was it to see that the Slocum's life preservers and hose were good?
A. Capt. Van Schaick's and the pilot's.
Q. Well, you got 350 new life preservers for the Grand Republic this spring, didn't you?
A. Yes, I got them.
Q. Will you allow three men from the Coroner's office to go aboard your boat and take dates of the years when the life preservers there were inspected by the Grand Harry runnin' aboard my boat. But if you'll send men there with a proper order they can count as much as they like.
Q. Thank you. Now, captain, how about the boilers and engines of the Slocum. Did you have them overhauled? A. Yes, sir, I did, and the boilers and engines were as good as ever I see on a boat.
Q. How about the hose? A. Didn't have nothing to do with that.
Q. Well, do you think you could buy good hose for 18 cents a foot? A. No, I don't, and I don't think anybody kin, either.
Mr. Garvan asserted on Tuesday that some of the Slocum cout

Mr. Garvan asserted on Tuesday that some of the fire hose on the Slocum cost

William Wallace Trembley, a deckhand on the Slocum, said he'd never seen a fire drill aboard the boat and heard no fire alarm sounded after the fire was discovered. He helped to take down the hose and when it was down it was impossible to connect it with the nozzle.

By Juror Jacob -- You say you were at work around the hose for about three minutes and that the assistant engineer was helping you, Was he there all the time? A. Not all the time. Maybe, he was there a minute

Q. Hear any bells while he was there?
No bells, but I heard whistles. This testimony was regarded as significant, because the assistant engineer testi fied on Tuesday that the engineer left the engine, as soon the fire was discovered to man the five pumps, leaving the assistant in charge. If the assistant engineer was helping to get down the hose, the inference was that he had left the engine to work

Congressman Goulden of the jury asked Congressman Goulden of the jury asked Trembley if he pulled down any life preservers and if they were in good condition. The witness replied that he pulled down thirty er forty and noticed holes in some. In one there was a hole as big as a quarter. Before the day of the accident he had noticed greatly holes in other preserved.

small holes in other preservers.

James K. Atkinson, secretary of the company, produced, by direction of the Coroner, the list of the stockholders of the Knickerbocker Steamship Company. Here

knickerbocker Steamship Company, here is the list:

James K. Atkinson, 385 shares; Rufus W. Applegarth, 10 shares; William A. Boland, 20 shares; Frank A. Barnaby, 128 shares; Harriet A. Barrett, 10 shares; John W. Cooper, 45 shares; Floyd S. Corbin, 250 shares; John H. Ditmas, 20 shares; Frank G. Dexter, 311 shares; Evans C. De Lacey, 165 shares; Clark W. Evans, 100 shares; Juliana Finkenstein, 20 shares, Ella M. Porter Harrietl, 12 shares; Evans A. Kealhofer, 10 shares; Daniel F. Lewis, 115 shares; Alfred H. Lewis, 50 shares; John McCarthy, 75 shares, Augustus Mackenzie, 25 shares; George M. Millett, 50 shares; Thomas F. Nevins, 80 shares; W. H. B. Pratt, 10 shares; John A. Pease, 100 shares; Keziah C. Porter, 12 shares; William R. Porter, 11 shares; Charles A. Porter, 12 shares; D. S. Ramsoy, 10 shares; James Shevlin, 75 shares; Henry E. Reddish, 10 shares; William J. Studwell, 15 shares, Robert K. Story, 244 shares.

The capital stock of the company is \$250,000 and no dividends have ever been the shares in the factories of the company is state of the company in the shares in the shares in the shares in the factories of the company is \$250,000 and no dividends have ever been

\$250,000 and no dividends have ever been paid on the stock. If there is a bill for damages it is the stockholders who will have to pay. The James Sheylin who is down or seventy-five shares is the Democratic politician of Brooklyn. Thomes F. Nevins is the banker in some of whose past enter-prises Mr. Shevlin has been interested. President Barnaby was recalled yester-day and so was Miss Hall, the bookeeper

day and so was Miss Hall, the bookeeper, but Mr. Garvan didn't get any more out of either than he did the day before.

The first witness of the day was the Rev. Julius C. Schulz, pastor of St. Luke's Lutheran Church of Erie, Pa. He grew up in St. Mark's church and went on the excursion. He said:

excursion. He said:

My first apprehension of real danger was when I heard one of the crew, with children clinging to him and asking what was the matter, reply gruffly, "Climbover the lower deck rail and jump overboard." Then I thought it was time for the passengers to look out for themselves. The life preservers were too high for the women to reach. I pulled some down for them. Then I saw children climbing over the rail and boats approaching.

I climbing over the rail and assured the children that there was no danger as a boat would be along soon. It was perfectly easy to keep the little ones quiet, so long as they felt an older person was near. Had there been others to do the same work, I think more children might have been saved. I tried on a life preserver, but its own weight broke the strap. I saw it would be useless, so when the children to whom I had been talking were taken off I left the boat.

The chief engineer, Benjamin F. Conkling.

The chief engineer, Benjamin F. Conkling, old what he did after the fire was discovered. It has been told before. He said he stuck to the fire pumps until driven away by the smake.

by the smoke.

"Then I moved aft." he said, "but I was literally carried overboard and on to a tug by the press of the crowd."

This statement provoked smiles among

the jury.
Walter Payne, the negro porter, gav
more testimony to show that the hose broke
away from the standpipe as soon as the water was turned on. Maria Behrens, badly burned about the hands, who lost one of her daughters by the accident, was called late in the after-

the accident, was called late in the afternoon and, through an interpreter, said:
"We had just passed Blackwell's Island
when I knew of the fire. I know the point,
because we waved handkerchiefs to the
prisoners on the island. As soon as the
fire was discovered, all was confusion
and there was no one to help the women
and children. The crew did nothing for

The inquest will go on to-day

Congressmen Renominated.

RALEIGH, N. C., June 22 .- Democratic Representatives in Congress were renominated to-day as follows: Claude Kitchen in the Second District, E. W. Pou in the Fourth, W. W. Kitchen in the Fifth and J. Gudger, Jr., in the Tenth. Parker egates were elected from all four distrits without instructions

Cloudy and showery conditions prevailed in the Middle Atlantic and New England States yester-An area of high pressure was forcing cooler weather down from the Lake regions. There were also some scattered showers in the Southern States. At Galveston nearly three inches of rain fell in a local shower. Fair weather prevailed in the Northern States west of the Allegheny Mountains. It was from 10 to 14 degrees cooler in the Lake regions, and from 10 to 18 degrees warmer in the Northwest; it became cooler in the Atlantic

States toward night. In this city the day was mostly fair, with a brisk shower about noon; wind fresh to brisk, west to northwest; average humidity 76 per cent.; bard meter, corrected to read to sea level, at 8 A. M., 29.67; 3 P. M., 29.73. The temperature yesterday, as recorded by the

metal thermometer, is shown in the annexed 1904 1903 1904 1905 174 61° 6 P. M. 69° 62° 77° 64° 9 P. M. 63° 67° 78° 64° 12 Mid. 63° 56° WASHINGTON FORECAST FOR TO DAY AND TO MORROW.

For eastern New York, fair to-day and to-morrow; resh north to east winds.
For the District of Columbia, Maryland and eastern Pennsylvania, fair to-day; fair and warmer row: light north to east winds.

For New England fair to day and to -morrow; fresh north winds.

For western New York, fair to-day; fair and warmer to morrow; variable winds, becoming southeast and fresh.
For Delaware and New Jersey, fair to-day and
to-morrow, light to fresh horth to east winds.

HARVEST OF CORPSES NOW 892

DYNAMITE USED TO BRING MORE OUT OF THE RIVER.

37 Gathered Yesterday-Alderman Smith's Little Daughter Among Them-Few in the River-The Slocum's Hulk Likely to Be Raised on Friday.

Thirty-seven corpses of victims of the Slocum disaster were recovered at North Brother Island vesterday, and explosion of a large quantity of dynamite in the water prought up no more. It is believed that few remain in the waters there.

The thirty-seven make the total number of bodies recovered 892. Bellevue Hospital received eleven bodies yesterday, making 823 in all received there. Twenty-six remained at North Brother Island last night and fifty-five at the Bellevue morgue. Of these, all save two are unidentified. With the twenty-nine buried unidentified the unidentified list is 108.

Two charges of dynamite were exploded under water off the island in the afternoon. One body appeared soon after the first explosion, and three more were found soon after the second explosion, an hour later. According to those who believe in the dynamite plan for raising bodies, this showed that there were few, if any, under water near there. Others, however, including old Capt. Jack Kivilin, master wrecker for the Merritt-Chapman company, have maintained all along that dynamite is useless as a means of making the water give up bodies.

The firing of the dynamite was in charge of C. P. Everett of the Merritt-Chapman company, who said it would raise any bodies that were not caught in the river bed. It was intended to discharge the dynamite in the morning, and elaborate precautions for the safety of vessels were aken by the police.

Launches were sent out up and down the river to stop approaching craft, al-though the experts said that the disturb-ance on the surface of the water would be next to nothing. The police even sent over to Port Morris and asked that all blasting on an excavation for a freight station near the shore be stopped for the day for fear of its effect on the dynamite. Meantime a big barge had been towed into midstream, and there the charges were prepared. To warn passing craft to keep away from the barge on account of the explosive on board, one of the red wrappers used by scarlet fever patients on the island was holsted to the mast of the float, where it flew all day. It was found that the cap intended for

use was defective, and this caused a post-ponement until afternoon. The police had stopped their patrol of the river and were ashore when the charge was finally set off at 2:30 P. M. In consequence, a big New Haven railroad float was near the explosion, but didn't notice it a bit

explosion, but didn't notice it a bit.
There were thirty-two pounds of dynamite in the first charge. It had been tisd upon a board and lowered three feet under the surface at a point where the river is ninety-six feet deep. Those on shore saw the faintest sort of a ripple on the surface of the river, there was a muffled report and at the same time those on the island and the Manhattan shore distinctly felt the ground shake under them. Then a launch under command of Roundsman Andy launch under command of Roundsman Anuy Wood and several rowboats went out to look for bodies. The tide was at ebb, and they went half a mile above the scene of the explosion, but all they found was dead fish. A whole basketful, including several large bluefish, was picked up. Not long fish. A whole basketful, including several large bluefish, was picked up. Not long afterward the body of a man floated ashore on the north end of the island, and may or may not have been raised by the dynamic

mite.

An hour later another charge of forty-two pounds was set off by Everett, the expert, in the same place. The explosion shook the buildings on the island, but didn't raise the water three inches. Dynamite, of course, expends its force downward.

A second time the police launched their boats and waited. In the course of half an hour three bodies had been found. Those in charge of the dynamite tests said that in charge of the dynamite tests said that at low water they might have more success. All of the bodies recovered yesterday were put in metallic coffins. They cannot

be exposed for identification purposes. The be exposed for identification purposes. The clothing and valuables found on them were put in bags numbered to correspond with those of the body. The bodies will be interred daily, as they are recovered, in the Lutheran Cemetery. Many of those found yesterday were in such a frightful state that Coroner O'Gorman had trouble in getting the laborers to handle them. Calls for stretcher bearers were responded to very

Under orders of Commissioner McAdoo. a photographer on the island took a picture of each corpse as it was brought ashore. The divers have succeeded in getting six chains of 100 tons capacity each under the sunken steamer and two more chains of fifty tons capacity under her bow and They now need only one more chain forward and one more aft to raise the ver sel. The guard rails, projecting on each side from four to ten feet, must be cut away, however, before the raising can

begin.

It is believed that the boat can be raised it will be worth on Friday. When raised it will be worth \$30,000, the wreckers say. The city will own the hulk then, as the underwriters, Carpenter & Baker and the Providence Insurance Company of Washington, D. C., refused a bid of \$11,000 and offered only \$6,000. Commissioner McAdoo accepted the Merritt-Chapman company's bid for \$11,000 or condition that the best should \$11,000 on condition that the boat should be afloat in one week. The wreck will be towed into Flushing Bay and pumped

out.
The body of a little girl found yester-day morning at Riker's Island was identi-fied yesterday by a clasp ring and some of the clothing as Margaret Smith, daughter of Alderman James J. Smith of 283 Monroe street. The child went on the excursion with friends and when her body was not found in the first two days Alderman Smith had slips rinted offering a reward of \$200 for the

There are two claimants for this reward. One is Roundsman Gilderman of the Harbor squad and the other John J. Flynn of 299 Rivington street. Gilderman was in a boat with Flynn cruising around the island when they found the body. The little girl's body was recognized by her father at North Brother Island and was hurried to Manhattan on the police boat Patrol.

Another body was identified as that of Mrs.
Catherine Schweikert of 213 East Eleventh She was identified from a descrip-

of her false teeth sent out by her hus-d. In turning over the body the teeth fell out and were recognized.

The body of another woman was identified as that of Mrs. Bauer of 730 Sixth street.

The Volunteer Life Saving Society sent slips to the hospital nurses on North Brother Island for those who helped in rescuing and resuscitating victims of the wreck.

The slips have to be indorsed by two with the purses.

signing them will each receive a medal and \$20 in money. There are about twentyfive of the nurses.

There passed the wreck of the Slocum yesterday the iron steamboat Cepheus with 800 excursionists from St. Mary's Church in The Bronx. The Cepheus was commanded by Capt. Van Schaick, a son of the captain of the Slocum. As he passed the wreck he lowered his flag and the experience them. five of the nurses. cursionists kept very quiet

Within the next month the nurse

OFFICIAL ROLL OF THE VICTIMS. 110 Policemen Begin Compiling Lists Which Shall Be Authentic.

The police began yesterday compiling a complete table of statistics of the Slocum disaster. Not only the names which have appeared in the police records of the disaster hitherto, but every one that has been mentioned in the newspapers in the lists of dead, missing or injured, is being embodied by the police in these tables. Ten police clerks detailed from several

precincts began the work yesterday under the supervision of Patrolman William Esterbrook. They have their headquarters at the Fifth street station. One hundred \$861 has been turned over to the Rev. Dr. Haas. Hundreds of small subscriptions swell the grand total to \$77,028.42. policemen who speak German will be sent out with the lists as soon as they ar com-

pleted and house to house canvasses will CLOSING FOR BIG BATTLE.

Continued from First Page.

be made.

It will take several days to prepare and verify the tables, but the police believe that when they have finished the job they will have an accurate list of the dead, missing and injured in the disaster, as well as the names of most of the people who were on the boat June 20 at Chitucheng, twenty-two miles northeast of Fengwangcheng. Three hundred Chinese coolies were employed to DEMAND SAFER STEAMBOATS. remove the wounded.

> The correspondent of the Chronicle at Fengwangcheng says that a superior force of Russians, with artillery, attacked a small Japanese force at Hauchlitien, fifteen miles northwest of Fengwangcheng. The Japanese defended their position vigorously, but after a gallant stand they were driven back by weight of numbers. Further fighting is expected.

SEIZE JAPANESE SUPPLY BOATS. Warships From Vladivostok Make Another Successful Raid.

Special Cable Despatch to THE SUN. St. Petersburg, June 21.-In a despatch with fireproof decks, protected boiler and dated yesterday Admiral Skrydloff says: "A torpedo boat division under Capt. Vinegradsky, aide to the Grand Duke life devices is the only proper mode of con-yeyance that should be offered by the steam-Alexis, Commander-in-Chief of the Russian Navy, was sent on an expedition to the boat companies, whose immense summer revenue is drawn largely from Sunday school coasts of Japan on June 15. It returned to Vladivostok to-day. The torpedo boats approached Esashi, on the Island of Hok-The vestry of St. John's, in taking this action, wishes to emphasize the fact that as kaido, but a fog prevented them from enthe present laws are not adequate for the tering the port.

protection of the public, it therefore devolves "They captured several trading schooners upon the churches of every denomination to and transport schooners. They brought take such steps as may be in their power to one here for examination. Their papers and cargoes showed that a majority of long as an important function of the church these vessels were taking fish and rice to is social, picnics and excursions cannot be prevented, nor, perhaps, should they be, Sasebo and Shimonoseki as to render these chances almost negligible RUSSIAN BOATS SUNK.

Steamer at Port Arthur.

The annual excursions of the German Lutheran Zion Church of Flatbush and the Episcopal Church of the Ascension in Kent Special Cable Despatch to THE SUN. LONDON, June 22.- A news agency has Episcopal Church of the Ascension in Kent street have been indefinitely postponed owing to the Slocum disaster.

The Church of the Intercession, at Broadway and 158th street, Manhattan, has called off its annual excurison. "The Intercession Brotherhood," says a church notice to the public, "greatly regret to disappoint their triands and natures. But they feel that it is received a despatch from Tokio stating hat the crew of a captured junk from Port Arthur report that a few days ago wo Russian destroyers and the steamship Shintaiping struck mines near the entrance of Port Arthur and sank. One hundred friends and patrons, but they feel that it is better to err on the side of public safety, and that in the midst of so great public distress the present is not an appropriate time to hold an excursion." and forty of their crews lost their lives. LONDON, June 23.-The St. Petersburg correspondent of the Standard says that Admiral Jessen was compelled recently to approach the Japanese fleet and sink POLICE REPORTS ON PIERS. ransport with all on board, although half of those on the transport appeared to be Conditions Generally Favorable for the

from police captains regarding the conwas sunk. dition of the piers and the manner of According to a despatch to the Telegraph hand ig the crowds of excursionists. from Tokio, the destruction of two Russian aditions were generally reported as torpedo boat destroyers and a merchant vessel at Port Arthur is now reported Capt. Martin Handy criticised the yacht fficially.

desirous of surrendering. The rest com-

mitted suicide. The Czar was greatly upse

by the necessity for the deed. There is no

indication of when or where this transpor

"Seeing New York" for not having guard The only news of Port Arthur comes from Chefoo, whence it is stated that the rails on the gang plank. Capt. Hussey reported that a number of excursion parties apanese are not pushing their advance would frequently be landed at the same time at the public pier at the foot of West gainst the fortress so vigorously as they did at the beginning of the month. Chinese who have arrived at Chefoo state that the fring is less frequent.

Thirty-fifth street, thereby causing much dissatisfaction and trouble among the passengers. The help employed on these boats were a shiftless set, who paid little attention to their duties after the boats were made fast to the docks. The pier et night was not properly lighted. A steamship that passed within thre niles of Liaotishan reports that the guns on Golden Hill were firing for an hour on Capt. McNally reported that the means of access to and from the boats at the pier at 130th street and Harlem River were Tuesday evening. The noise of machine guns was heard behind Port Arthur for nany hours afterward. not sufficient on Saturdays and Sundays. The lifeboats, he said, were also inadequate.

RUSSIANS GOT \$1,000,000. Took That Much in Coin From the Japa The Body of ex-Alderman Smith's Little Transport Sado.

Special Cable Despatch to THE SUN. London, June 22.—A message from Vladivostok says that Admiral Skrydloff's squadron seized \$1,000,000 in coin on board he Japanese transport Sado when the Russian cruisers overhauled her in Corea Strait on June 15.

PORT ARTHUR NOT CLEAR. Big Ships Still Unable to Get Out of the BRITZ. EDITA. 2 years old, 233 Fifth street.
BRAUN, ELBIE, 9 years old, 233 Fifth street.
BAHR, LILLIE, 7 years old, 424 East Ninth street.
BAUER, CARRIE, 49 years old, 31 Beekman place.
DIAMOND, MAY, 6 years old, 79 Mangin street.
DOBRREOEFER, FREDA, 13 years old, 121 Avenue A
DIECKHOFF, CATHERINE, 43 years old, 121 Fourth
avenue, South Brooklyn.
DIECKHOFF, CATHERINE, 14 years old, same Harbor.

Special Cable Despatch to THE SUN LONDON, June 23 .- A despatch to the Times from Tokio says that accounts from Chinese sources indicate that thus far success has not attended the Russian attempts to free the entrance to Port Arthur. The recent passage of the Russian cruiser Novik was only accomplished with the help of tugs. Only torpedo boat destroy ers are able to leave. They are occupied

in removing mines. Thirty new forts armed with guns from the warships have been erected to strengthen the land defences. There is nothing to indicate any intention on the part of the Russian squadron to make a sortie.

Gen. Stoessel is apparently staking every thing on his capacity to resist a Japanese assault. If he fails he will blow up the remnant of the squadron. The Ansei Maru and Yawata Maru, which

the Russians sank on June 16, were little hybrid schooners laden with fish manure. AMBRECHT, ERNESTINA, 9 years old, 627 East The Cronstadt correspondent of the Times, in a mailed despatch, ridicules the announcements that the Baltic fleet will be ready for sea in August, when it will have to await only the mobilization of a coaling flotilla to start for the Far East. He declares that the only battleship o even now being completed which it will be technically possible to send out in August is the Imperator Alexander. After adding further details, the correspondent says it would be useless to discuss the chances of despatching cruisers when the facts conoerning the battleships are such as are given

Japan's New Chief of Staff.

WASHINGTON, June 22 .- An official message received here to-day says that Field Marshal Oyama has been made the Commander-in-Chief of all the Japanese land forces, and that he has selected Gen. Kodoma to assist him. He is to be succeeded in to assist him. He is to be succeeded in Tokio by Gen. Yamagata, who will become chief of the General Staff.

ALL KIND TO THE BEREAVED One of Them Writes to Express His Obligations to the City's Officials. THE SUN has received the following letter

from the son of Sexton Hiller of St. Mark's Church:

To the Editor of the Sun-Sir: My father, Gottfried Hiller, sexton of St. Mark's Lutheran Evangelical Church, and my mother were both victims of the disaster which overtook the General Slocum. I succeeded in identifying my mother's body shortly after the extent of the accident became known, but it was not until late Monday of this week that I succeeded in securing the body of my father.

"Mary Koch."

The girl is about five feet two inches tall, has deep blue eyes and weighs about 110 pounds. Her left arm and side are The girl is about five feet two inches tall, has deep blue eyes and weighs about 110 pounds. Her left arm and side are paralyzed. She wore a gray hat trimmed with a black and white ribbon, and a white dress with a red sash. She was finally sent to the Bureau of Public Charities.

The police suggested that she might be one of the survivors of the Slocum disaster as one way of accounting for her injuries and her loss of memory.

Reitef Funds Reach \$75,028.42.

Subscriptions to the Slocum Relief Committee jumped yesterday from \$59.144.33 on Tuesday to \$76,147.42. Besides this, \$881 has been turned over to the Rev. Dr. Haas. Hundreds of small subscriptions swell the grand total to \$77,028.42.

Summer Auto Apparel

For Men and Women.

Comfort and convenience without offending good taste—that is the guiding principle which has influenced the de-

sign of every model that our stock affords. From Strom of Paris, Dunhill of London, Henriques of Copenhagen, and our own designers we present more than one hundred distinctive garments and requisites for the autoist. Many of them are described in our ninety-six-page catalogue. Please send for it.

Men's Long Coats, of linen, \$1.50 to \$25.

Of mohair, \$4 to \$35. Of silk, \$25 to \$47.50. Women's Long Coats, of linen and fancy fabrics, \$6.50 to \$25. Of mohair, \$15 to \$35. Of silk, \$37 to \$65.

cloth, ten models. Hats for Women, of linen, mohair, pongee, cloth, change-\$3.50 to \$7 able silk, leather,

Caps for Men, of linen, covert, mohair, pongee, leather or

Goggles, Horns, Gloves, Robes and other requisites in a diversified variety of models at modest prices.

Saks & Company

Broadway, 33d to 34th Street.

Junk Reports Loss of Destroyers and

TOKIO, June 22.—The press is generally sympathetic toward Vice-Admiral Kamimura in his failure to prevent the destruction of the Japanese transports by the Vladivostok squadron and to intercept the Russians on their way back to the harbor. The Nichi Nichi is one of the exceptions. It considers such destruction under Kamimura's very nose inexplicable.

The Mji reports that the cable between Gensan and Kancoo (Kankge?), which was cut by the Cossacks in their recent raid in northeast Corea, has been restored. The Jiji estimates that the Russian

loss at Telissu was 15,000, which means the practical annihilation of the force engaged. The small Japanese loss demonstrated the military ability of the Japanese more than did the battles of the Yalu and Nanshan It urges the people not to allow the loss of the transport Hitachi to repress their rejoicings over the Japanese victory, which has not been celebrated yet. A fund has been started in Tokio on behalf of the Russian prisoners.

A pigeon, which was carrying Russian despatches, was shot on the island of Shikoku, the smallest of the four main islands of Japan, east of Matsuyema. An important council of war was held

SHOOTING OF EMERSON. Another Correspondent Says Japanese

at headquarters to-day.

Had Warned Him Against His Move. SEATTLE, Wash., June 22.-The facts leading up to the shooting of Col. Edward Emerson, Jr., war correspondent of the New York World in the Far East, are related by R. L. Dunn, correspondent in Corea for an American weekly magazine, who reached this city last night. Mr. Dunn made this statement after being informed that Col. Emerson was dead:

"Col. Emerson as a military man was well aware of the position occupied by the Japanese soldiers. Some made the announcement that he intended to go through the Russian lines and work

from that vantage point.

"When it came to the ears of the Japanese military authorities that Emerson intended to take this step, an officer approached another representative of Emerson's paper and informed him that if he took such a step the Government could scarcely be further responsible for his safety.

"I contemplated a move similar to that outlined by Emerson," said Mr. Dunn, "but the Japanese made it clear to me that it would not be wise for me to proceed.

"Emerson held papers which would have carried him through the Russian lines in safety. In view of these facts, I am inclined to think the real story of his death has not been learned."

The first report of Emerson's death said been been been the westerning Russians.

he had been shot by retreating Russians, who mistook him for a spy.

GLOOM IN ST. PETERSBURG. Negotiations for a New French Loan Under Way.

Special Cable Despatch to TRE SUN.

LONDON, June 23.—It is stated that the prolonged period in which no news has been received at St. Petersburg is causing profound depression except among the 'zar's intimate advisers, whom the Tetewar as long as France will lend money.

The correspondent adds that negoti tions for a new loan have begun and that

The Coffee Rack

Are you on?

When any one gets on to the fact that he or she is on the coffee rack there's a chance, but most coffee drinkers "never suspect" coffee is the cause of all their ails until the drugs in the coffee have slugged them into organic disease of some sort.

Whether you suspect coffee or not a 10 days trial of Postum Food Coffee (leaving off the coffee) is an easy experiment that may return big results in the way of health and

YOU OWE IT TO YOURSELF

to make the trial before nervous or organic collapse comes.

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10 days. Try it.

cultural Building."

Get the little book, "The Road to Wellville" in each pkg. "World's Fair exhibit, Space 103, Agri-

SYMPATHY WITH KAMIMURA.

Press Makes Best of His Failure to Catch
Russian Fleet.

Special Cable Despatch to The Sun.

TOKIO, June 22.—The press is generally

Tokio, June 22.—The press is generally

Tokio, June 24.—The press is generally

Tokio, June 24.—The press is generally

Tokio, June 24.—The press is generally

Tokio, June 25.—The press is generally

Tokio, June 26.—The press is generally

Tokio, June 27.—The press is generally

Tokio, June 28.—The press is generally

Occupation of Hsiung Yao Chong. WASHINGTON, June 22.-The Japanese Legation this morning received the following despatch from Tokio, under date of to-day: "Gen. Oku reports that on the afternoon of June 21 a detachment of our troops occupied Hsiung Yao Chong, twenty-five miles south of Kaiping."

TURPINA ARROW COLLAR 18 CENTS, 2 FOR 25 CENTS CLUETT, PEABODY & CO.

BUSINESS NOTICES.

ERS OF GLUETT AND WOR

For the traveler's comfort MURRAY & LANMAN'S FLORIDA WATER No outfit complete without it.

MARRIED.

COLEMAN—MARCELLUS.—At Sherwood Park, Yonkers, N. Y., on Wednesday, June 22, 1604, by Rev. Wells H. Pitch of Jamesport, N. Y., I. Agnes Marcellus to Walter Sinclair Cole-man, both of Yonkers, N. Y.

HILTON—SOUTHGATE.—On Wednesday, June 22, 1904, at the residence of the bride's parents, Norfolk, Va., by the Rev. R. D. Smart, Frances Baylor, daughter of Capt. and Mrs. Thomas Muse Southgate, to Frederick M. Hilton. OLIVER-OLIVER.—At Risito, Cal., June 8, 1904, Miss Annie Oliver, formerly of Orange, N. J., to Walter H. Oliver of Rialto.

SANFORD-GREVES .- On Wednesday, 1904, at St. Luke's Church, Roselle, N. J., by Rev. S. N. W. Schneeweis, Helen Sanford, daughter of Mr. Lewis S. Greves, to Paymaster

SIGLER—STONE.—On Tuesday, June 21, 1994, by the Rev. Lindsay Parker, at the residence of the bride's parents, Mirlam, daughter of Mr. and Mrs. Thomas Stone, to Thomas Jefferson Sigler of Brooklyn. WARD-CLAPP.-On Wednesday, June 22, 1904. at the residence of the bride, by the Rev. Hugh McCulloch Birckhead, Mrs. Mary Augusta

Clapp, daughter of the late Augustus T. Post, Edward Mortimer Ward.

DIED. KERNER.—At Great Barrington, Mass., on Tues-day, June 21, Charles Henry Kerner, beloved husband of Emma L. Kerner. Services will be held Thursday, June 28, at 1 o'clock, at St. James's Church, Great Barrin

MATHEWS .- Suddenly, on Tuesday, June 21, at

Funeral service at St. Michael's Enisconal Church. 99th st. and Amsterdam av., on June 23, at 12 o'clock. Interment in Kensice Cemetery, 2:08 P. M. train.

MERSHON.-At Newark, N. J., June 21, 1904, Be DeWitt, daughter of the late Rev. Stephen L. and Mary T. Mershon. Funeral service at the residence of her brother in-law, Frederick W. Hannahs, 31 Roseville av., Newark, on Friday, June 24, at 2:30 P. M. Interment at Middlebush, N. J.

MITCHELL.-On Wednesday, June 22, 1904, Willia Isabelle Mitchell, in his 21st year. Funeral services at 1:30 o'clock Friday after noon, June 24, at M. E. Church, East 61st at., between 2d and 3d avs. Relatives, friends and members of Class 1905, Crewsters, Senior So ciety of Nacoms, Omega Chapter Phi Gamm. Delta, Columbia College, invited to attend

Interment at convenience of family. TALLMADGE. In the Sist year of his are, at his residence, 20 West 17th st., on June 20, 1904, Frederick Samuel Tallmadge, son of the late Recorder Frederick A. Tallmadge, of New

York city. uneral services will be held at St. Mark's in the Bowery, 2d av., 10th and 11th sts., on Thursday, June 23, at 2:30 P. M. torical Society, 2d av., comer 11th st., at 2 o'clock.

Interment at Litchfield, Conn., at the convenience Please omlt flowers. WEIDEMEYER.—On Tuesday, June 21, 1904, Mary C., wife of the late John W. Weidemeyer. Funeral services at her late residence, 692 West

End av., New York, on Friday morning, June 24. at 10 o'clock.

MEMORIAL RESOLUTIONS.

WALSH .-- At a meeting of the board of directors of the New York News Bureau Association, held on the 22d day of June, 1904, it was Resolved. That in the death of John J. Walsh. one of the original directors of the New York News Bureau Association, the Association has his unremitting attention and fidelity to the interest of this Association, have materially aided and assisted the work of the officers and directors of this company, who hereby express their heartfelt and sincere sympathy at the loss which the family of the deceased has suffered. A. H. VANDERPOEL, Secretary.

CEMETERIES.

Great Pinelawn Cemetery. A short ride on Long Island R. R.; office 46 West 34th St., N. Y.

PERSONALS.